

The North Carolina Standard.

PHILO WHITE,
EDITOR, AND STATE PRINTER.

THE CONSTITUTION AND THE UNION OF THE STATES.....THEY "MUST BE PRESERVED."

RALEIGH, N. C....THURSDAY, APRIL 7, 1836.

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TERMS.

Three dollars per annum, payable half-yearly in advance, but it will be necessary for those living at a distance, or out of the State, to pay an entire year in advance. A subscriber failing to give notice of his desire to discontinue at the expiration of the period for which he may have paid, will be considered as having subscribed anew, and the paper continued, at the option of the Editor, until ordered to be stopped; but no paper will be discontinued until all arrears are paid.

Letters to the Editor must come free of postage, or they may not be attended to.

Advertisements will be inserted at the rate of one dollar per square for three insertions. A liberal discount will be made to those who advertise by the year. Those sending in Advertisements, will be good enough to mark the number of times they wish them inserted.

6,000 Dollars for 4 Dollars!

THE 4TH CLASS OF THE NORTH CAROLINA STATE LOTTERY, for 1836, to be drawn on the popular Terminating Figure System, on Saturday the 9th of April, 1836, at *Jefferson, N. C.*

PRINCIPAL PRIZES.
1 Prize of \$8,000, is \$8,000.
1 Prize of 3,000, is 3,000.
1 Prize of 2,000, is 2,000.
10 Prizes of 1,000, is 10,000.
10 Prizes of 500, is 5,000.
12 Prizes of 300, is 3,600.
14 Prizes of 200, is 2,800.
Besides many of \$100, \$50, \$30, \$20, &c. &c.

Tickets only \$4. Halves 2, Qrs. 1.

A certificate for a package of 10 whole tickets will cost only \$23. Halves and Quarters in the same proportion. To be had, in the greatest variety of numbers, at

STEVENSON & POINTS' Office, RALEIGH, N. C.

Great Northern and Southern DAILY MAIL ROUTE.

THE Petersburg Rail Road company inform the public that their road, extending from Petersburg, Virginia, to Blakely, North Carolina, via the Roanoke, a distance of 61 miles, and constituting a part of the Great Daily Mail Route, North and South, is now happily provided with superior Locomotives and Cars, to accommodate all the travel that may offer. The Cars leave each end of the Road daily, on the arrival of the respective Mail. Travellers with their own equipages, can have their horses and carriages transported on this Road, with perfect safety and convenience; and this performance in 5 or 6 hours, while resting their horses, a journey that would otherwise require two days to accomplish.

The Blakely Hotel at the southern termination of the rail road, has been re-built of brick on an enlarged scale, and is now well adapted to accommodate passengers and travellers generally.

Besides the daily line of Mail Coaches from Blakely for the south, via Raleigh, Fayetteville, &c. there is a Line via Tarboro' three times a week, connected with the Mail Line at Fayetteville, and also a line from the Rail Road at Belkfield to Clarksville, Milton and Danville.

Another tri-weekly line from Blakely, passes through Warrenton, Oxford, &c. and connects with a line to Salisbury, N. C.

In the course of the present season, a branch will be opened from the Petersburg Rail Road at Belkfield, to Wilkins' Ferry at Gaston, on the Roanoke, from whence a Rail Road to cross the river by a bridge, is now about to be constructed to Raleigh.

The Rail Road from Baltimore to Washington is now in operation, thence to Potomac landing, the line is continued by Steam-boats; thence via Fredericksburg to Richmond, a considerable portion of the Rail Road is finished; and the remainder is in a rapid course to completion. The line continues from Richmond to Petersburg, by a turnpike road; and thence by the Petersburg Rail Road to Blakely, as before mentioned, is the main and only Daily Mail Route between Boston and New Orleans.

March 12 1384

SHARK

THE great Northern champion, by American Eclipse, his dam Lady Lightfoot, by Sir Archy. Imported by Mr. J. H. Clark, (half brother to Mr. Medley.)—Regulus, (son of imp. Fearnot out of the imp. mare Jenny Bismal)—Camilla, by imp. Fearnot—imp. mare Calista by Forster—Crab—Hobgoblin—Whitmore—Leedes—Barb Marc. The character and standing of all the horses composing the above pedigree, are too well known to require a single remark from me.

SHARK will stand at my Stable near Taylor's Ferry in Mecklenburg, Va., and will be let to mares at \$75 the season, good and extensive pasturage, and servant's board, gratis. All care taken to prevent accidents or escapes, but no liability for either. One dollar to the Groom.

JOHN C. GOODE. 8480

Ten Dollars Reward.

BROKE Jail, on the 13th inst. a negro man named Luke, committed to the Jail of Johnston county on the 18th January last, as a runaway. Said Negro reported himself to be long to a man by the name of Gee of Halifax county, N. C. Luke is between 20 and 30 years of age, very black; of athletic form, about 5 feet 10 or 11 inches high, very low forehead, and covered with thick hair. I will pay the above sum for the apprehension of said negro, so that I get him again.

A. S. BALLENGER, Sheriff. 73

State of North Carolina.

ANSON COUNTY.—Court of Pleas and Quarter Sessions, January Term, 1836. It appearing to the satisfaction of the court that William Dismukes, the clerk of our court, hath removed out of said county, and hath continued to reside beyond the limits of the State of North Carolina, for more than twelve months; it is therefore ordered by the court, that publication be made for two months in the North Carolina Standard, printed at Raleigh, for the said Wm. Dismukes to be and appear at our next court to be held for the county of Anson, at the court house in Wadesboro, on the 2d Monday of April next, then and there to show cause, if any he have, why he shall not be removed from his office, for so removing himself out of our said county of Anson. [875]

True copy from the minutes. NOBLETT D. JOGGAN, Acting C. P.

Speech of Col. BENTON, OF MISSOURI,

In the Senate of the United States, on the subject of the National Defence, Fortifications, &c. FRIDAY, MARCH 18.

On motion of Mr. BENTON, as chairman of the Committee on Military Affairs, the Senate proceeded to the consideration of the bill making appropriations for the collection of materials, the purchase of sites and the commencement of the construction of the new fortifications. The bill having been read, Mr. B. rose and commenced his speech with saying, that when the bill was reported from the committee some weeks ago, the French question wore a lowering aspect, and a majority of the Senate seemed ready to vote the large appropriations which the crisis required. Since then the fear of danger from that quarter had vanished, and he must now appeal to the enlightened forecast of the Senate for the same vote which a patriotic impulse would then have given. I took occasion, said Mr. B. then to say, that my own support of the bill, and of the whole line of policy which it indicated, had no dependence upon the French question; that I was in favour of providing for the general defence, without regard to extrinsic circumstances; and that, so far as my own course was concerned, I should go on to clothe the country with the mantle of defence and to put her in a condition to meet the contingency of war, although I might hold in my hand the bond of Fate for peace.

The President of the United States has sent us two messages on the subject; one while the French question wore a threatening aspect, recommending us to provide for the public defence; the other since the happy termination of that question, announcing its auspicious conclusion, but still adhering to the recommendation in the first one, and reinforcing his own sentiments with the voice of Washington. This recommendation, thus supported, must coincide with the enlightened sense and patriotic feeling of the Senate. We must all feel the necessity of providing for the national defence now, in the most favourable conjuncture, when the possession of ample means and the enjoyment of full leisure, gives us full opportunity of doing so with the greatest economy and the greatest effect. The disappearance of danger will not affect our wise and systematic policy; we are not an assembly of frivolous Athenians, to inquire for the news before we vote, and then give our votes, not according to the exigencies of the public service, but according to the reported state of Philip's health.

In taking up this bill, continued Mr. B. which proposes appropriations for the commencement of a large number of new works, I think it proper in itself and pertinent to the occasion, to make some general exposition of the state of our fortifications; to show the number of forts constructed, the number in progress, the number proposed to complete the whole system with the cost of the whole, and the number of men it will require to garrison them in peace and in war. This exposition I will endeavour to make with brevity, if not with perspicuity.

First, as to the number of forts. Of those finished, we have 13; of those under construction, 14; proposed in the present bill, 19; and remaining to be proposed hereafter, 61; making in the whole 107. Next, as to the cost. For all built, or building, under the present system, we have expended \$12,379,672; for all expected to be built, leaving out a few for which data has not yet been collected to estimate the cost, and for finishing those now under construction, the sum of twenty-eight millions of dollars is estimated to be necessary; making in the whole about forty millions of dollars. But to have a view of the whole cost of fortifications since the adoption of the federal constitution, we must add the sum of \$7,607,000 for expenditures on this object before the end of the late war; but which sum, for reasons hereafter to be shown, becomes almost a dead loss, few of the forts then built being of any service now.

Thirdly, as to the garrisons. The lowest number of troops, in the time of peace, for all the forts now finished, and all now under construction proposed in the present bill, being 46 in number, is 1,820 men. The lowest number for all the remainder, leaving out a few, the plans of which are not yet formed, is 1,538, making a total of 3,358 men; but this is to be understood of the lowest number necessary to keep the forts in order. To form proper garrisons, in ordinary, as they are called, and with a view to keep up the discipline, police, and military spirit of the troops, the division of companies should be avoided, and the number of men in garrison should be at least double the number above stated; say 7,000 men for the 107 forts. In war the garrisons for the whole number of forts would require to be about 62,000 men, of which the main part would consist of the volunteers and militia of the adjacent country.

Mr. B. presumed it might be agreeable to the Senate to understand the distribution of all these forts, among the different States and Territories, and of the money expended, or to be expended upon them. To give them this information he had caused two tables to be drawn up, which he would read, premising that the information which they contained was intended for the satisfaction of the Senate, and not to influence votes, as the distribution

of the forts and the consequent expenditure of money in their construction, was governed by the wants of the country, its accessible and vulnerable points, and not upon any rule founded upon population or territory. Mr. B. then read two detailed tables, the totals of which are as follows:

States.	No. of Forts.	Total Cost.
Maine,	1	\$1,365,000
New Hampshire,	1	500,000
Massachusetts,	15	2,789,000
Rhode Island,	8	2,469,000
Connecticut,	5	460,000
New York,	10	6,407,000
Pennsylvania and Delaware,	4	1,007,136
Maryland,	19	13,008,687
Virginia,	3	3,869,025
North Carolina,	3	952,869
South Carolina,	9	1,424,367
Georgia,	10	1,323,367
Louisiana,	7	1,736,858
Alabama,	3	1,630,000
Florida, Ter.,	12	6,014,000

† This table does not include 14 smaller forts, the cost of which is not estimated.

Mr. B. wished to repeat, and to be distinctly understood, as exhibiting these tables for the information and satisfaction of the Senate, not for the purpose of showing that more or less was expended in one quarter than in another. It was a subject on which equality of expenditure would be absurd; besides it was a subject on which tables could not speak explicitly; for often the fort counted in one State, belonged just as much, for all the purposes of protection and expenditure, to another State in which it was not counted. This was the case with all forts situated upon bays or rivers, which divide States, and was strongly exemplified in Connecticut and New York, in Pennsylvania and Delaware, and in Maryland and Virginia.

After the general view of the whole number of forts, Mr. B. presented a general view of the particular bill before the Senate. It was a bill to provide for the collection of materials, the purchase of sites, and the commencement of construction of new forts. The number proposed was 19; their ultimate cost was estimated at \$5,170,443; and the amount to begin with in the present bill was \$1,783,800. Besides these 19 forts, the bill proposed \$660,000 for steam-batteries to be stationed in aid of the forts, in the different ports and harbors of the United States. This was the general view of the bill; the particular view of it in showing the distribution of the forts, their separate ultimate cost, and present appropriation for each one, he would also show; and for that purpose read the following table:

States.	No. of forts.	Ultimate Cost.	Present ap- propriation.
Maine,	1	504,000	304,000
New Hampshire,	1	300,000	150,000
Massachusetts,	4	1,098,412	300,000
Connecticut,	1	132,231	100,000
New York,	1	435,989	200,000
Del & Penn.	2	900,000	250,000
Maryland,	3	1,000,000	350,000
North Carolina,	1	12,000	12,000
Georgia,	1	300,000	50,000
Florida,	1	100,000	50,000
Louisiana,	1	77,800	77,800
19	5,170,443	1,783,800	

Mr. B. said it might be objected by some whose position might not enable them to view the whole ground, that the bill was unequal in its operation, and that 15 out of 19 of the forts which he proposed would be north of the Potomac. The disproportion might strike the minds of some persons, and therefore he would account for it at once, and show that it arose, first from the nature of the respective coasts of the northern and southern sections of the Union. North of the mouth of the Chesapeake bay the coast was indented by deep bays, and opened by the wide estuaries of large rivers. One of these bays alone, the Chesapeake gave a double line of coast of a thousand miles in circuit, requiring defence. Further north, and especially in New England, the coast was cut in by a continued succession of deep inlets. It was a serrated coast—it was a saw-edge coast—in which the incessant openings presented a continued succession of accessible and vulnerable points. Not so to the south of the Chesapeake. There the bays and indentations were scarce, the estuaries of the rivers comparatively shallow, the coast itself shoal, the accessible points few in number, far between and the bars in the mouths of the harbors a total obstruction to the entrance of large vessels. He believed that Charleston, South Carolina, presented the deepest water to be found on the southern Atlantic coast, and there vessels of war above the size of the largest sloops did not enter. Pensacola presented the deepest water on the gulf coast, and there, until the bar shall be cut, the entrance is only practicable to frigates of the second class. Thus, from the nature of the two coasts, the largest proportion of the defences must go to the north. That of itself might be sufficient reason for the disproportion in the bill; but there was another reason for it, and that was, that, of the forts built, or building, much the largest proportion were to the south. Thus of the 18 forts built 5 were in Louisiana, 1 in Florida, 1 in South Carolina and one in North Carolina.

Mr. B. would repeat, that he entered into this comparison, not that any effect on the votes of the Senate could be produced by it but to satisfy those who did not occupy positions, to take a view of the field and to show them that the disproportion in question was not founded on partiality, but in reason; that it resulted from the obligation of duty to give defence where defence was needed, that this depended upon the nature of the coast, and not upon any rule resulting from territorial extent or weight of population. With this general exposition of the bill, Mr. B. would now lay it down, reserving details upon each particular fort for the inquiries which Senators might put to him, or for answers to the motions which might be made to amend or to strike out. Postponing these details for the present, and believing that we had reached a point in the state of our public affairs, when the great policy of NATIONAL DEFENCE is to be established or abandoned, Mr. B. believed it to be both pertinent to the occasion, and profitable in its effect, to pause for a moment, to look back upon the past, before we proceeded with the present or the future, and to take a rapid historical view, from the foundation of the federal government, of that branch of the national defence now under consideration.

The business of fortifying our coasts dates from the very commencement of this federal government, and results from the constitutional obligation of the government to provide for the "common defence," and from the surrender of their custom house revenues, by the States, to the general government, for several important national objects, of which one of the most important, the most prominent, and most essentially national, was that of providing for the common defence. For the accomplishment of these objects, the constitution invested the President with the right, or rather imposed upon him the duty of recommending to Congress the adoption of the measures which he deemed necessary; to Congress itself it confided the sacred task of acting on all the measures, either of its own suggestion, or of the President's recommendation, and of doing what was right and proper to be done. Such were the duties of the Executive, and of the legislative departments under the new Government, and in execution of them—I now limit myself to the point under consideration—in execution of them, we see the Father of his Country immediately coming forward, and pressing upon Congress the great duty of national defence, in a series of recommendations, repeated from year to year, until his paternal advice produced its effect.

The first of these recommendations was in the annual message of 1790, and this is an extract from it:

"Among the most interesting objects which will engage your attention, that of providing for the common defence, will merit particular regard. To be prepared for war, is one of the most essential means of preserving peace."

The next was in the message of 1791, and in these words:

"In connexion with this, (arming the militia,) the establishment of competent magazines and arsenals, and the fortification of such places as are peculiarly important and vulnerable, naturally present themselves for consideration. The safety of the United States, under divine protection, ought to rest on the basis of systematic and solid arrangement, exposed as little as possible, to the hazards of fortuitous circumstances."

In the message of 1798, President Washington again adverts to this primary duty of Congress, and presses the necessity of "complete defence," in a renewed recommendation couched in the most impressive terms, and enforced with earnest appeals to the lofty considerations connected with the duty of Congress, the interest of the Union, and the honor, dignity, and independence, of the country. The following is the passage in the message:

"I cannot recommend to your notice measures for the fulfilment of our duties to the rest of the world, without again pressing upon you the necessity of placing ourselves in a condition of complete defence, and of exacting from them the fulfilment of their duties towards us. The United States ought not to indulge a persuasion that contrary to the order of human events, they will forever, keep at a distance, those painful appeals to arms with which the history of every other nation abounds. There is a rank due to the United States among nations, which will be withheld, if not entirely lost, by the reputation of weakness. If we desire to avoid insult, we must be able to repel it; if we desire to secure peace, it must be known that we are at all times ready for war."

This, said Mr. B. is the recommendation of President Washington, adopted by President Jackson in his interesting message of Monday, the 22d instant; that message which presents the three great liberal Powers, Great Britain, France, and our America, under the harmonious aspect which they should forever wear! and in which the sacred duty of providing for the national defence is again pressed upon us under circumstances, at a time, and so reinforced, that it cannot fail to make a deep impression upon the country, as well as upon the Senate.

We will now turn, said Mr. B. to the legislative department of the Government, and see what effect these repeated recommendations of President Washington produced upon Congress. The last message was communicated in December 1793; on the 28th of February following, Mr. Fitzsimmons, from the Military Committee of the House of Representatives, reported in favor of putting the whole maritime coast, from Maine to Georgia, in a state of defence, with a statement from the Secretary at War, General Knox, of the number and kind of works the different ports and harbors would require, and an estimate of the expense of construction, and of the garrisons necessary in peace and in war. The number of works recommended, exceeded an hundred; but, for want of means, they were small in size, and to be constructed of perishable materials, in the parts which required solid masonry; wood being substituted for stone. The largest number of

cannon to be mounted for the defence of any city, was 82 at New York, and 72 at Charleston, South Carolina. Such were the recommendations, and an act of Congress in conformity with them was promptly passed. Mr. B. would read that act; for, with the single exception of the ports and harbors acquired by the extension of territorial limits, or of points covered by extension of population, it embraces nearly every port and harbor, which at this time demands our protection.

THE ACT.

"That the following ports and harbors be fortified under the direction of the President of the United States, and at such time or times as he shall judge necessary, to wit: Portland, in the State of Maine; Portsmouth in the State of New Hampshire; Gloucester, Salem, Marblehead, and Boston, in the State of Massachusetts; Newport, in the State of Rhode Island; New London, in the State of Connecticut; Baltimore in the State of Maryland; (Annapolis, by a supplementary act;) Norfolk, and Alexandria, in the State of Virginia; Cape Fear river, and Ocracoke inlet, in the State of North Carolina; Charleston, and Georgetown, in the State of South Carolina; and Savannah, and St. Mary's in the State of Georgia."

Such was the act—such the first act for fortifying the ports and harbors of the United States. It is not only general in its provisions, and co-extensive with the whole maritime frontier, but vested President Washington with discretionary powers over the whole subject. The execution of this act was the next point to which Mr. B. would call the attention of the Senate. It is already seen that it conferred plenary and discretionary powers on President Washington over the whole subject, and particularly over the time when the work should be commenced. With that great man, the present time was usually the proper time for doing what had to be done; and such was his conduct in the great trust now confided to him: The act putting into his hands the power of fortifying his country, passed on the 20th day of March; on the 28th day of that same month, the first instructions issued from the war office to the engineers to repair to their respective stations and commence operations; and by the 11th of April the last of these instructions had issued. In other words, the first instructions issued within eight days after the passage of the act, and the whole within twenty-two days! Seven engineers were employed, all French officers: the whole coast, from Maine to Georgia, was parcelled among them, and the whole line of the coast was under operation at once, and within a few weeks after the passage of the act. The engineers employed were Rochefontaine, Vincent, L'Enfant, Rivard, Vermonet, Martindale, and Perault; and the instructions to them, as well as their reports to the Government, will still reward the research and curiosity of any citizen who will take the trouble to hunt them out and to read them. They may still be read with profit by the military man; and the friend of state rights may dwell upon them with pride and exultation for the respect and deference which they evidence for state authorities. Mr. B. would read an extract from the instructions, and another from some of the reports, as a specimen of the whole, and was certain that the senate would hear them with pleasure, as showing the state of the intercourse between the federal and the state governments in that early age of the Republic.

Mr. B. then read from the instructions to Rochefontaine, charged with fortifying the coast from Portland in Maine, to New London, in Connecticut.

In pursuance of the directions of the President of the United States, you are hereby appointed an engineer for the purpose of fortifying the ports and harbors hereinafter mentioned, to wit: New London, in the State of Connecticut; Newport, in the State of Rhode Island; Boston, Marblehead, Salem, Gloucester, and Portland, in the State of Massachusetts; and Portsmouth, in the State of New Hampshire.

"You are therefore immediately to repair to the ports to be fortified in the said States respectively, and in case the governors should be at any considerable distance from your route, you are respectfully to notify them of your appointment, enclose a copy of these instructions, and inform them that you have repaired to the ports aforesaid, in order to make the necessary surveys and investigations relative to your mission, which you will submit to their consideration, and take their orders thereon."

"As soon as you shall receive their approbation of your plans, you are to construct the works, and to execute them with all possible vigor and despatch."

Having read this extract from the instructions, Mr. B. would next read an extract from the first report of the same engineer, and show the manner in which he executed them. He writes from Boston, and says: "On the 25th of May, his hon. the Lieutenant Governor, elected since that time Governor of the state of Massachusetts, declared to the engineer that he did not find himself empowered to approve of the execution of the law of the United States respecting the fortification of the seaport towns in the state, without the advice of the legislature, meeting a few days afterwards. His Excellency, however, gave orders to the officers of the Executive of the state, to the state garrison of the Castle Island, and to the gentlemen the selection of every seaport town directed to be fortified, to assist, every one in his capacity, the engineer in his reconnoitering and surveying. On the 1st of June, his Excellency was

furnished with a general plan of defence for the harbor of Boston. On the 4th, a committee of the legislature, appointed for the purpose, called on the engineer to be present at one of their conferences respecting the fortification of the harbor, and that of Castle Island particularly. On the 8th, the said committee visited Castle Island, with the engineer, that being the only port in the state that the legislature would have anything to do with as to fortifying. On the 11th, his Excellency permitted the engineer to visit the seaport towns of Salem, Marblehead and Cape Ann, until the legislature should come to a determination on the question proposed in the address of its governor respecting the fortification of the harbors of the state. On the 20th, his Excellency authorised the engineer to proceed to the state of New Hampshire, the legislature of the state of Massachusetts having not yet come to any vote on the subject of fortification. On the 29th of July, the engineer waited on his excellency the governor of Massachusetts, at Boston: the legislature not having decided any thing respecting the fortifications of the state, his excellency could not give any approbation to the erecting of any throughout the state, even at Portland; where the selectmen and town meeting had irregularly acted in purchasing land for the United States without being authorised to do it by the legislature. On the 16th of August, the Secretary of War authorised the engineer to erect fortifications according to the law of the United States, at Salem, Marblehead, and Cape Ann. The inhabitants of Salem, in a legal town meeting, unanimously voted a cession to the United States of the ground which should be thought necessary for the defence of their harbor; immediately thereupon the works were begun."

Mr. B. had read these extracts for the purpose of showing the respect and deference which was shown by the federal government, in that early age of the Republic, to the state authorities, when even a duty of constitutional obligation would not be exercised within a state without first endeavoring to obtain the approbation of its authorities, both for the thing to be done, and the manner of doing it. He had read them also for the purpose of showing the zeal of President Washington in carrying into effect the act of congress, exemplified in the order to all the engineers "to execute their work with all possible vigor and despatch." This said Mr. B. was in the year 1794, when the federal government was almost without revenues, when it was encumbered with debts of which it could with difficulty discharge the annual interest, and when the means of the treasury were so low that the engineers were directed to apply to the state authorities for voluntary contributions to take out the scanty appropriations of Congress! an appeal which was nowhere met with such generosity of feeling as at Charleston, S. C. where the contributions were characterised by the wondrous liberality of that state: 8000 day's work of labor, between 7 and \$800 in money, 4000 feet of ranging timber, given gratuitously; and all the mechanical work done gratis by the mechanics of the city.

[To be continued in our next.]

RICHMOND, MARCH 29.

Judge White, and the Nominations before the Senate.

The Judge has given, through the Washington Sun, his reasons for voting against Tanev, Kendall and Stevenson. They are the miserable subterfuges of a cunning, not a candid mind. They are mean, dishonest, untrue. The Globe has stripped off the mask, and shown how infinitely wretched and contemptible they are. The objections to Amos Kendall are proved to be false, hasty, untrue, unworthy of a just Judge. Let him throw off the mask at once—say it is no longer "funny" that he is opposed to the Administration—that he hates Jackson, is jealous of Van Buren—and that he has gone over entirely to the Whigs. Rich Eng.

A scribbler in the Compiler suggests to the Sheriff of Henrico to open a poll between White and Van Buren. We beg leave to improve upon the idea—and to open a poll between those who approve and those who condemn Mr. Leigh. Also to open a poll in the West between Harrison and White—Mask off! Eng.

"There is," says Poulson's American Advertiser, "a family in Montreal, the father of which is a Frenchman, the mother a Russian, the eldest child a Maltese, the second a Sicilian, the third a Spaniard, and the fourth a Canadian." There is evidently some novelty in this family; but the White family is not less remarkable in this respect. The father is a Federalist, the mother a Nullifier, the eldest child a Bankite, the second an Anti Mason, and the third (illegitimate, we believe) a "No-Party-Party"—*ahus*, a "White-Jacksonian." The Hon. John Bell is the reputed father of this latter mongrel. It is at present sorely afflicted with the ticks. Nashville Union.

From some statistics of mortality published in the Baltimore Patriot, it appears that the deaths among the free black population of that city during the last year were about one in thirty-five; and those among the slaves one in forty-eight. Here is a reason for the abolitionists, if facts could count for anything.

The Texian has captured a National flag of one star and stripes, with the word Independence.

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